



2

## Request for City Council Committee Action From the Department of Public Works

Date: April 11, 2002

To: Transportation and Public Works Committee

**Subject:** System Revisions to our "Municipal State Aid Street System"

### Recommendation:

Passage of the accompanying Resolution requesting additions to and deletions from the Municipal State Aid Street System of the City of Minneapolis.

### Previous Directives:

Prepared or Submitted by: Larry W. Veek, Engineering Aide III, 673-2462

Approved: David J. Sonnenberg, P. E., City Engineer, Director of Public Works

By: Paul W. Ogren

Presenters in Committee: Paul W. Ogren, P. E., Director of Engineering Services

### Financial Impact (Check those that apply)

☒ No financial impact - or - Action is within current department budget.  
(If checked, go directly to Background/Supporting Information)

- ☐ Action requires an appropriation increase to the Capital Budget
- ☐ Action requires an appropriation increase to the Operating Budget
- ☐ Action provides increased revenue for appropriation increase
- ☐ Action requires use of contingency or reserves
- ☐ Other financial impact (Explain):

☐ Request provided to the Budget Office when provided to the Committee Coordinator

### Background/Supporting Information Attached

City of Minneapolis State Aid System Map with proposed changes.

Copy of letter to City of Ramsey from Metro State Aid Office not allowing speed bumps on MSA System.

## **Background/Supporting Information**

The State of Minnesota's County and Municipal State Aid (CSAH and MSA) systems were established in 1958 in accordance with the action of the 1956 State Legislature. The funding for CSAH and MSA Systems is from the Highway User Tax Distribution Fund. The Office of State Aid in the Department of Transportation administrates the CSAH and MSA Systems.

The number of participating cities (over 5,000 population) has grown from 58 in 1958 to 130 in 2002. The total MSA street mileage has grown from 920 miles in 1958 to 3,020 miles in 2002. In 1958 the total apportionment for the 58 Cities was \$7,286,074, in 2002 the total apportionment for the 130 Cities is \$116,434,082.

### **ADMINISTRATION**

The MSA system is administrated by the Office of State Aid in the Minnesota Department of Transportation. The office of State Aid is responsible for:

1. Reviewing municipal construction projects funded through state or federal aids and authorizing the release of funds.
2. Providing technical assistance to local governments in the design, construction, and maintenance of their state aid streets.
3. Providing staff support to the Municipal State Aid Screening Committee in their studies of construction needs.

Each City is responsible for the administration of its own MSA system including the designation of its allotted mileage of MSA streets, and the construction and maintenance of such streets, all of which are under the review of the Office of State Aid. In Minneapolis, this responsibility is handled by the Engineering Services Division of the Public Works Department.

### **HIGHWAY USER TAX DISTRIBUTION FUND**

The Highway User Tax fund is made up of income from Motor Fuel Tax and Motor Vehicle Tax.

1. 5% transferred to:
  - a. Department of Public Safety
  - b. Department of Revenue
  - c. Department of Natural Resources
  - d. Department of Administration
2. 95% available for distribution to local, county and State Highway User funds. Distribution of Highway User Funds:
  - a. Special 5% distribution.
    1. Trunk Highway Fund
    2. County Turnback Account
    3. Municipal Turnback Account
    4. Town Bridge Account
    5. Town Road Account
  - b. Regular Distribution of remaining 90%.
    1. Trunk Highway Fund

2. County State Aid Fund
3. Municipal State Aid Fund

### RULES AND REGULATIONS

The rules and regulations, for the MSA system, are made and promulgated by the Commissioner of the Department of Transportation acting with the advice of the Municipal Screening Board. These rules and regulations are to have the force and effect of law. Subject to approval by the Commissioner, geometric design standards shall be cooperatively determined for use on all state aid streets.

### MUNICIPAL SCREENING BOARD

The Municipal Screening Board consists of one city engineer from each of MnDOT's nine districts and one engineer from each city of the first class. The cities of the first class are Minneapolis, St. Paul and Duluth with David Sonnenberg representing the City of Minneapolis.

### MUNICIPAL STATE AID FUNDING

The total apportioned sum available for distribution to the Urban Municipalities annually is equally split between population and construction needs. Each Municipality receives State Aid allocations of funds based upon its proportionate share of the Population and Construction Needs. The City of Minneapolis received approximately 11.77% of the 2002 total distribution of Municipal State Aid Funds. The City of Minneapolis uses 35% of its total allotment for maintenance of roadways on the MSA system. The remaining 65% are utilized for construction projects on the MSA, Federal Aid Highway, Trunk Highway and CSAH systems. The amount spent on the Federal Aid Highway, Trunk Highway and CSAH systems is the local share of the work accomplished on these systems. The City's 2002 apportionment is \$13,702,815 with \$4,795,985 for maintenance and \$8,906,830 for construction. The apportionment amount will vary slightly year to year based on highway user tax revenue and total number of cities in the MSA system.

### Conclusion

The Municipal State Aid System within a City is designed and routes selected to meet the following criteria:

1. Routes are projected to carry a relatively heavier traffic volume.
2. Routes connect the points of major traffic interest, parks, parkways, or recreational areas within an urban municipality.
3. Routes provide an integrated street system affording, within practical limits, a state-aid street network consistent with projected traffic demands.

Minneapolis has established, constructed, reconstructed, and maintained 202 miles (2000) of designated Municipal State Aid routes within the City within the above mentioned criteria. Due to Minneapolis' population (largest of all MSA designated Cities) and System size (largest of all MSA designated Cities) the City takes an active role in MSA Rules and Screening Board recommendations.

The establishment of the Municipal State Aid system and the funding source it has provided, has allowed Minneapolis to provide and maintain a system of Collector and Arterial roadways that has sustained the transportation needs of commuters, commercial and industrial businesses.

The Municipal State Aid construction, reconstruction, and maintenance program has improved the quality of roadways, the value of adjacent properties, and the accessibility to public and private facilities within the City of Minneapolis. Through its continuing management of the system and programming of the construction and maintenance funds, Minneapolis shall continue to meet the future transportation needs.

Since the last change (2001) to the City's system of Municipal State Aid Streets, current conditions dictate a need for revisions to our existing system. These revisions are due to the construction of speed tables (does not conform to State Aid Standards, see attached letter), loss of connection to other qualifying streets (MSA rule requirement) and construction of the Light Rail Transit line along 5<sup>th</sup> Street through downtown (does not meet designation requirements).

We have prepared a resolution requesting the Commissioner of Transportation to make the appropriate changes to the Municipal State Aid Street System in the City of Minneapolis to properly reflect the changes that are occurring. The proposed changes and the reason for these changes are as follows:

The Proposed deletions are:

Minneapolis MSA route 168, Douglas Ave. from Hennepin Ave. S. to Oliver Ave S, and Oliver Ave S from Douglas Ave to W Franklin Ave. The deletion of this route is being proposed due to the addition of speed tables in several locations along the length of the route.

Minneapolis MSA route 367, Irving Ave S from Douglas Ave to 28<sup>th</sup> St W. The deletion of this route is being proposed due to the addition of speed tables in several locations along the length of the route.

Minneapolis MSA route 307, W. Franklin Ave from Oliver Ave S to W Lake of the Isles Blvd. The deletion of this route is being proposed due to the loss of connection on the MSA System because of the deletion of the above mentioned routes.

Minneapolis MSA route 308, W Franklin Ave from Logan Ave S to Hennepin Ave. The deletion of this route is being proposed due to the loss of connection on the MSA System because of the deletion of the above mentioned routes.

Minneapolis MSA Route 239, 26<sup>th</sup> St W from Irving Ave S to Hennepin Ave S. The deletion of this route is being proposed due to the loss of connection on the MSA System because of the deletion of the above mentioned routes.

Minneapolis MSA Route 218, 5<sup>th</sup> St N & S from 1<sup>st</sup> Ave N to Park Ave. The deletion of this route is being proposed due to the construction of the Light Rail System in this corridor through the downtown area of Minneapolis. With the addition of the LRT system the lane configurations on this part of our system will either close completely (3<sup>rd</sup> to 4<sup>th</sup> Ave's S) or consist of a reduced number of traffic lanes in a narrower vehicular right of way less than 60'.

The Proposed additions are:

Minneapolis MSA Route 268, 46<sup>th</sup> Ave S from 38<sup>th</sup> St E to E Lake St.

Minneapolis MSA Route 258, 42<sup>nd</sup> Ave S from 46<sup>th</sup> St E to 42<sup>nd</sup> St E and from 34<sup>th</sup> St E. to E Lake St.

These proposed routes connect points of major traffic interest within the City of Minneapolis by providing a connection between 46<sup>th</sup> St E (CSAH route 46) and E Lake St (CSAH route 3). They also allow a connection between the business districts on Lake St and the Park and Recreation area south of 46<sup>th</sup> St (Minnehaha Park).

Minneapolis MSA Route 436, Kennedy St NE from Arthur St NE to Stinson Blvd (0.25 Miles).

Arthur St NE from Kennedy St NE to E Broadway (0.23 Miles).

The proposed extension and addition will connect points of major traffic interest within the city by providing a connection between Stinson Blvd. (CSAH Route 27) and E Broadway (CSAH Route 66). The proposed additions are in a commercial area and due to the nature of the businesses in this area (Industrial/Commercial) will carry a higher concentration of heavy commercial traffic.

33<sup>rd</sup> Ave SE from Como Ave SE to E Hennepin Ave (0.25 Miles).

The proposed addition will connect points of major traffic interest within the city by providing a connection between Como Ave SE (MSA Route 166) and E Hennepin (CSAH Route 52). The proposed additions are in a commercial

area and due to the nature of the businesses in this area (Industrial/Commercial) will carry a higher concentration of heavy commercial traffic.

17<sup>th</sup> Ave NE from 2<sup>nd</sup> St NE to Monroe St NE (0.52 Miles)

The proposed extension and addition will connect points of major traffic interest within the city by providing a connection between 2<sup>nd</sup> St NE (MSA Route 226) and Monroe St NE (MSA Route 193). The proposed additions will connect areas that are primarily commercial in nature and allow for easier movement of goods and services through the surrounding neighborhood.

25<sup>th</sup> Ave SE from University Ave SE to 4<sup>th</sup> St SE (0.08 Miles)

4<sup>th</sup> St SE from 25<sup>th</sup> Ave SE to Malcolm St SE (0.48 Miles).

Malcolm St SE from University Ave SE to 4<sup>th</sup> St SE (0.08 Miles).

The proposed addition will connect points of major traffic interest within the city by providing a connection between University Ave SE (CSAH 36). The proposed additions are in a commercial area and due to the nature of the businesses in this area (Industrial/Commercial, warehouses) will carry a higher concentration of heavy commercial traffic.

cc: CM Ostrow, CM Zerby, CM Biernat, CM Johnson Lee, CM Goodman



Minnesota Department of Transportation

Metropolitan Division  
Waters Edge  
1500 West County Road B2  
Roseville, MN 55113

Phone: 651-582-1373  
Fax: 651-582-1368

December 1, 1999

Mr. Grant Riemer  
City of Ramsey  
Public Works  
15153 Nowthen Blvd. NW  
Ramsey, MN 55303

RE: Municipal State Aid Highway 110 (Dysprosium Street) between  
County State Aid Highway 116 and County State Aid Highway 5

Dear Mr. Riemer:

It has come to my attention that speed bumps have been placed on Dysprosium Street, which is currently designated State Aid Street 110. Design and placement of speed bumps were not approved by the State Aid Engineer and compromise the function and design of the roadway.

I am requesting the city remove the speed bumps from the roadway. Until such time as they are removed, you will not be approved to use state aid funding on any projects on this route and you will not be allowed to collect needs currently allocated on this route. There are other traffic calming methods that you might consider that are acceptable on State Aid routes. We are willing to assist you in determining an acceptable solution.

If you choose not to remove the speed bumps, you will be required to revoke this road from the state aid system and payback any recent expenditures, according to State Aid Rules.

Please respond to this letter as soon as possible and let us know how the city will resolve this issue. If you have any question please contact me at 651-582-1373.

Respectfully,

A handwritten signature in cursive script that reads 'Patti Loken'.

Patti Loken, P.E.  
Assistant State Aid Engineer

cc: Robert Brown, Metro State Aid  
Julie Skallman, SALT  
Marshall Johnston, SALT  
Steve Jankowski, City of Ramsey



# CSA, MSA, & TH ROUTES IN MINNEAPOLIS

